





## INTIMATION



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ESTABLISHED A.D. 1841.

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- B. GLENORCHY BLEND (a Fine Soda Whisky) ... \$11.40
- C. ABERDOROUGH BLEND (a Fine Peaty-Flavoured Whisky) \$12.50
- D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies ... \$14.00



BLEND

THE POPULAR WHISKY of the Far East... \$15.00

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A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRIT MERCHANTS. ALEXANDRA BUILDINGS.

## NOTICE TO CORRESPONDENTS.

Only communications relating to this news column should be addressed to this Editor.

Correspondents must forward their names and addresses with communications addressed to this Editor, not for publication. All letters for publication should be written on one side of the paper only.

No anonymous communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, MAY 18TH, 1906.

Not very long ago we quoted from Russian newspapers which induced us to the belief that in some quarters at least Russia's traditional ambition—towards the Pacific, yet so notoriously unpeaceful—was weakening. Striking confirmation reaches us direct from St. Petersburg, in the letter of a correspondent who has been attentively observing the progress of the elections. The points of resemblance between China and Russia vis-à-vis reforms continue to appear. Referring to some of the reactionary associations, which have been defeated by the Liberals, our correspondent, who knows Japan and North China intimately, says they are "almost Chinese in their self-complacency and their dislike of all things foreign." As samples of their unmistakable backwardness, we need only quote two passages from their "programme". One says, "The Hebrew question must be treated apart from all other allied questions, in view of the instinctive hostility of the Hebrews to Christianity and towards non-Hebrew races and of their striving after world-wide domination."

Another says, "In the province of foreign affairs, the Tsarists attribute all the misfortunes of their country to its failure to interfere in the Anglo-Boer conflict. Russia had then an unprecedented opportunity of coming to the rescue of a handful of heroes fighting for their country against a powerful enemy and of also ranging on their side Germany and France. For that sin of omission we have been punished. We would now advocate a continental alliance, i.e., against England."

The Liberals and Constitutional Democrats now figure conspicuously in the new

Parliament, and if their influence be as great as their present boldness, the indications are that Russia in the Far East will be a quite negligible quantity. The Liberals represent the somewhat pronounced opinion, previously noted by us, that Russian imperialism has been misguided; and it is said that its Asiatic adventures have so disgusted the people that they would be quite indifferent to the loss of Finland, Poland, and Eastern Siberia. They are very outspoken as to the unpatriotic and dishonest motives of the officials who form the bureaucracy. "Why did the Government occupy Manchuria?" demanded Mr. Rodichoff, one of the stormiest orators of the Left. His own immediate answer, loudly applauded, was, "In order that it might find more places for officials." From this we may gather a quite sufficient idea of the spirit with which a Liberal Government in Russia (should the Tsar not break his word again, and send his Cossacks to break it up) will approach the outstanding questions of the Far East. Of course the practical situation remains in any event satisfactory to all who fear further Russian aggression at this end of the world. The Duma may be suppressed, the Liberals hounded down, the reactionaries triumph once more, for a time; but for years to come there can be no more Far Eastern adventures from St. Petersburg. Korea is safe, and the only danger China has to fear is from entanglements made by her own officials' proneness to stupid intrigues. Any more conquering with Russia can only incur the stern displeasure of Japan, and in that event it will be a hard thing to help her. Certainly Russia can do nothing for her.

As things are at present, Russia stands to lose hold even of Eastern Siberia, unless the present population can be outnumbered by the military colonists whom it is suggested should be sent from the West. The Eastern Siberians of to-day have evolved from two classes, neither of whom can be counted as favourably inclined to the old-style Russian. One class is descended from men who never were serfs: the other from political exiles or from men brought into close touch with the ideals of those exiles. Already there have been incidents east of Baikal which show how tightly stretched is the thread that has hitherto bound them to Tsardom.

Yet in spite of all this, the dream of fighting Japan again—another day persists. The knowledge of the secret intentions of their own hearts prompts some to declare that Japan is already amassing money and means to attack Russia. The Russians have already detected flaws in the Portsmouth Treaty which they consider will make the picking of a quarrel an easy matter. As to that, of course, Great Britain will have something to say, by virtue of the "unprovoked attack" clause of the revised Anglo-Japanese Alliance. The bureaucracy at St. Petersburg is already very uneasy at China's activity in Mongolia and in Northern Manchuria; and we would not be greatly surprised to learn that the fatuous advisers of the Tsar had some notion of bettering (from their point of view) domestic conditions with a successful war—which is what they might call a raid on China. For many reasons—the idea is a stupid one, and only possible in the brains of such men as are still struggling to put back the hands of the clock in Russia.

In this connection we may draw attention to the letter of our St. Petersburg correspondent, in another column.

There were ten plague cases yesterday, all fatal.

The French Mail of the 17th April was delivered in London on the 16th inst.

We understand that the recently constituted Commission will commence its inquiries to-day.

There will be no band at the Hongkong Hotel on Saturday evening as the Band is required by H.E. the Governor.

The British Consular report on the trade of Trieste for 1905 notes that in the Far East Austrian matches can no longer compete with the Japanese.

The American Steel Corporation has secured Japan's order for 50,000 tons of steel for use in the construction of 200 bridges on the Seoul-Wiju Railway.

The only case of interest at the Magistracy yesterday was that in which a Chinaman was fined \$50 for failing to notify a case of smallpox at 44, Lyndhurst Terrace. When the Inspector visited the premises he found defendant's son recovering from an attack of this disease.

The Natal Government issued an advertisement asking for volunteers for the formation of a special corps for active service in Zululand under the command of Colonel Royston, D.S.O. The remuneration was to be 5s. a day, the man providing their own horses, for which an extra 1s. a day was to be allowed.

A typhoon warning has reached the American Consulate, dated Manila Observatory, 9 o'clock a.m. It says:—"Cyclone East of South of Luzon."

In the Supreme Court yesterday their Honours the Chief Justice and the Puisne Judge gave judgment in the case of the National Bank of China v. Demire and Co., judgment being for defendants with costs.

The Kowloon Cricket Club have again discussed the question of the proposed new pavilion. The estimates submitted were considered too high, and the architects were requested to procure fresh tenders.

The programme of music to be performed by the Band of the Second Royal West Kent Regiment on the new Parade Ground on Monday next, from 5 to 6.30 p.m., is as follows:—March, "A Frangere," Costa; Overture to "Othello," Weber; Selection from "The Van Winkle," Planquette; Vale "Les Sirenes," Waldeufel; Song (Cornet Solo) "Kilnary," Balfre; Selection from "The Earl and the Girl," Caryll.

The following message was received from the Commander-in-Chief, Mediterranean, at the Admiralty:—"Regret to inform during operations of Malta on night of 17th April torpedo boat 81 was run into by Ardent and sunk. Crew saved, but Gunner (T) Thomas Corrie of London who was second in command of torpedo-boat, has since died from injuries received in collision. Ardent now in dock, bow damaged."

In the new Antarctic expedition which he proposes to undertake, Lieut. M. Barua, of the R. N. Barracks, Portsmouth, intends to explore the area to the south of Graham Land, on the opposite side of the Antarctic to that explored by the Discovery expedition, in which he accompanied Commander Scott. He hopes to discover whether Graham Land is an island or a peninsula. The expedition will take about two years.

By kind permission of Lieut.-Col. C. H. U. Price, D.S.O., Commandant and Officers of the 129th Baluchis, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day (Friday), commencing at 5 p.m.:

March—"Daniel," Albert.  
Overture—"Le Balcon," Albert.  
La Tarentelle—"La Balghegheghe," Albert.  
Selection—"Rim of Scotland," Goffrey.  
Song without words—"Chant Sans Paroles," Tschakowsky.  
Serenade—"Kowloon," Helmdorf.

An influential committee has been formed at Durban to support the project of arranging a national tribute to Lord Milner. It is the intention of the committee to obtain many signals as possible to the following statement:—"The residents of Natal express their appreciation of the great services rendered to Africa and the Empire by Lord Milner and desire to place on record the conviction that by Lord Milner's untiring devotion and conspicuous ability this country was enabled to surmount the greatest crisis in its history."

The University of Oxford has recently instituted a Diploma in Anthropology, to be granted to all persons, whether members of the University or not, who, after pursuing an approved course of study, satisfy Examiners, appointed by the University, as to their proficiency in Anthropology. The Statute establishing this Diploma in Anthropology was passed in Trinity Term, 1905; the Committee for Anthropology appointed under the Statute has issued the Regulations for the admission of candidates to the Diploma Examination; courses of instruction have been arranged, to begin in Hilary Term, 1906; and the first Annual Examination will be held in Trinity Term, 1906.

According to the United States Navy League Journal, the membership of the various Navy Leagues throughout the world is about as follows:—German, 810,000; British, 20,000; Spanish, 13,000; Italian, 10,000; French, 5,000; Portuguese, 2,900; United States, 4,500. At the request of the French Navy League the French Government has appropriated 2,000 dollars to fund a chair of naval history in the college of France. Each member of the German Navy League has been asked to contribute twelve cents to a fund to be presented to the Imperial navy in commemoration of the Emperor's silver wedding. A Women's Navy League has been organised in Berlin, the purpose of which is to enlist the women of the empire in support of German naval expansion.

"Colonel" wrote to the Times on April 18th as follows:—"Happening to be in the Transport Office at the Royal Arsenal, Woolwich, this morning, I witnessed one of the biggest fires I have seen for some time, and which, in my opinion, with some organized system might have certainly been kept under; but I regret to say there appeared to be no system and incompetency the order of the day. Had a ladder been obtained at once and the roof mounted, the origin of the fire could have been found, but for some time a single hose was got to work, which could not play on to the roof through want of pressure—this on to a building about 50ft. high. After a time a ladder-escape arrived, but the fire had gained too much headway to be dealt with except by strong measures, which apparently did not exist. I was informed that the Metropolitan Fire Brigade engines on the alarm arrived promptly at the Arsenal gates, but were kept outside for some time until certain ridiculous formalities for their admission had been gone through; in the meantime stores to the value of some thousands of pounds and buildings were being burnt down. In the interest of the public funds the sooner some efficient authorities take the arrangements for control the better, in view of the exhibition I witnessed this morning."

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## OBITUARY.

LONDON, May 17th.

Bishop Bickersteth is dead.

[The Right Reverend Edward Henry Bickersteth, D.D., was born at Islington in 1825. Educated at Trinity College, Cambridge, where he distinguished himself, he was ordained deacon in 1848, and in the course of a brilliant ecclesiastical career became Bishop of Exeter in 1855, resigning from the position in 1900.]

## THE SOUTH AFRICAN RISING.

LONDON, May 17th.

The rebellion among the natives is increasing in Zululand. Morenoa has been captured in Cape Colony.

[REUTERS SERVICE.]

## THE CHINESE IMPERIAL MARITIME CUSTOMS.

LONDON, May 15th.

In reply to British and American representations, the Chinese Government has explained that the Edict lately issued was intended only to simplify the administration of the Customs and not to supersede the present establishment.

## THE HOUSE OF COMMONS.

LONDON, May 15th.

The Plural Voting Bill has passed its second reading and the Reserve Forces Bill its third reading in the House of Commons.

## CANTON.

[FROM OUR CORRESPONDENT.]

May 15th.

A house in Hsu Lun Fong inside the walled city collapsed at eight o'clock yesterday morning. The premises were occupied by a family named Li. Li's wife and his four children were all buried under the debris and killed.

THE GAMBLING GEOM STORY.  
The groom who sold his master's horse to a Bannerman, and pawned the saddle, managed to win a hundred dollars at fasten, and went and bought the poney and saddle back, and has taken them to his master. In consideration of his pluck the master simply admonished him.  
[So a good story ends; but from whom did he re-purchase the poney?—Ed.]

WHARF LEASE.  
It is reported that a certain Ho Foon-in leased the s.s. Chukong's wharf from the Chinese Government some four years ago. It was distinctly stipulated in the lease that the lessee should not sublet the wharf to any foreigners or admit any foreigners into partnership with him. The wharf is now in foreign hands, and the lessee is being prosecuted.

EDUCATION NOTES.  
Candidates to the number of 192 have passed the recent examination and will be admitted into the new college as cadets to be trained as expert officials in the civil service. Amongst those who passed, 36 were officials, 74 numbers of the gentry (where training will be paid for by Government), and 82 self-supporting students. Yesterday Viceroy Shun received an Imperial Edict appointing Yu Sik-min, formerly literary chancellor of the Kwangtung Province, Inspector-General of all the Colleges in Kwangtung. In the afternoon H.E. Viceroy Shun called personally at Yu's yamen to offer congratulations.

## JABEZ BALFOUR'S RELEASE.

Jabez Balfour, the former head of the Liberator group of companies, was released from Parkhurst Prison, Isle of Wight, soon after daybreak on April 14th. A private conveyance containing a lady and a gentleman drove up to the prison gates and took Balfour, who was wearing private clothes, to catch the first steamer from Yarmouth to Lymington, where train was taken to Eastleigh. There he boarded a motor-car, and was driven off, their destination being unknown. The prisoner had earned every single mark possible to be earned in the period, and the Government made no concession whatever in releasing him, inasmuch as he had served all but 36 days of the ordinary term. As is generally known, he was six months in his actual term of imprisonment being nearly eleven years, and taking into account the time he was incarcerated in South America, it exceeded more than twelve years. It is well known that from the Governor down to the lowest official all speak in the highest praise of Mr. Balfour. He is writing a book of his experiences, and is said to have been offered £100 a week for several months as a lecturer.

An important step has been taken by the managers of some of the principal steamship companies in Liverpool in support of the scheme of national defence advocated by Lord Roberts. Employees on the salaried lists in the offices of the White Star, the American, the Atlantic Transport, the Dominion, and the Leyland Lines will, if members of any of His Majesty's auxiliary forces, have precedence over others in the matter of holiday. In addition, they are to have an extra week's leave on full pay. Both concessions are dependent upon attendance at each annual camp training. These companies have on their salaried lists a staff of approximately 800, so that the action of the managers is likely to have an important result in encouraging the youth of this country to join the auxiliary forces.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 17th instant in the Council Chamber at 2.30 p.m.

## PRESENT.

HIS EXCELLENCY THE GOVERNOR, MAJOR SIR MATTHEW NATHAN, K.C.M.G.  
HIS EXCELLENCY MAJOR-GENERAL VILLIERS HATTON, C.B. (Commanding the Troops).  
Hon. Mr. T. SHERBOURNE SMITH, (Colonial Secretary).  
Hon. Sir H. S. BERKELEY, K.C. (Attorney-General).  
Hon. Mr. A. M. THOMSON (Colonial Treasurer).  
Hon. Mr. A. W. BREWIN (Registrar-General).  
Hon. Captain L. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).  
Hon. Mr. W. GRATHAM (Director of Public Works).  
Hon. Mr. E. A. HEWITT.  
Hon. Mr. H. E. POLLOCK, C.M.G.  
Hon. Dr. Ho Kai, M.B., C.M.C.  
Hon. Mr. WEI YUK.  
Hon. Mr. E. OSBORNE.  
Hon. Mr. C. W. DICKSON.  
Mr. A. G. M. FLETCHER (Clerk of Council).

The minutes of the previous meeting were read and confirmed.

## NEW MEMBERS.

The Hon. Mr. E. Osborn and the Hon. Mr. E. A. Hewitt subscribed the usual oaths and took their seats as members.

## APPOINTMENT TO COMMITTEES.

HIS EXCELLENCY—I appointed the Hon. Mr. Pollock to the Law Committee vice Mr. Shown, and the Hon. Mr. Osborn and the Hon. Mr. Hewitt to the Public Works Committee vice Sir Paul Chater and Mr. Gershom Stewart.

## PAPERS.

The Colonial Secretary laid on the table the following papers:—Journals list for 1905; report of the Council for 1905; City of Victoria and Hill District Waterworks; report of the Superintendent of Victoria Gaol for 1905; report of the Director of the Hongkong Observatory for 1905; report of the Harbour Master for 1905; report of the Registrar-General for 1905; report of the health and sanitary condition of the Colony for 1905; a research into the etiology of beriberi, together with a report of an outbreak.

## FINANCIAL MINUTES.

The Hon. Colonial Secretary—Sir, I have the honour to lay on the table Financial minutes Nos. 7 to 27, excepting No. 15, which is withdrawn, and move that they be referred to the Finance Committee.

The Hon. Colonial Treasurer—I beg to second the motion.

The motion was carried.

HIS EXCELLENCY.—The most important of the Financial minutes which it is proposed to refer to the Finance Committee is No. 23, which is to provide a fund of \$350,000 in aid of the Kowloon-Canton Railway. This is the amount which the Chief Resident Engineer anticipates being able to spend by the end of the current year. I will explain to you briefly how it is proposed that this money should be provided. In connection with the loan which was authorised by this Council on the 6th April and 6th October of each year there is due from the Viceroy of the Hu Kiang Province interest at the rate of 4½ per cent. on the loan of \$1,000,000 made to him by this Government, or on so much of it as is still outstanding. There is also due under agreement with Viceroy Chou Chih-tung a sum of \$10,000 on the 6th October of each year as an instalment towards a refund of that loan. These sums, paid in interest or in repayment, will be credited to a special fund. On that special fund the interest at 3½ per cent. on the stock we have raised will be the first charge; and then from the fund the expenses of our section of the Canton-Kowloon railway will be paid. The balance after repayments of the Viceroy's instalments have been made, will be devoted to paying off our debt. We shall pay for the construction of our railway interest at the rate of 3½ per cent. into the special fund. The next financial minute of importance is financial minute No. 15, which is for a sum of \$42,000 in aid of the vote, public works extraordinary, No. 19, for forming and kerbing streets. This is a very considerable excess on the original vote of \$30,000. It is mainly due to works that have been taken in hand either in fulfilment of obligations of private owners to whom the Government has sold land, or to take advantage of work carried out by private owners in fulfilment of their obligations to Government connected with similar leases. For instance, the reclamation at Tsimshatsai has involved the construction of two roads to the lessees. The construction of these two roads, partly paid for by lessees, has had to be completed by Government. \$12,000 will be saved on item 17, that is, the extension of Robinson Road in Kowloon, as a private reclamation has enabled the Government to get the work done under more advantageous conditions than we anticipated. Financial minute No. 13 provides a sum of \$16,000 in aid of the vote, refunds of revenue. This is due to a larger refund of revenue than was anticipated. It is mainly due to a larger refund having to be made than was anticipated when the estimates were prepared. Financial minute No. 9 is to provide a sum of \$15,200 in aid of the vote, public works extraordinary, communication, metallic circuits including new route to North Point. Of this sum of \$15,200, \$12,200 is due to metallic circuits rendered necessary through the Government telephone system being injuriously affected by the working of the Electric Tramways. Financial minutes Nos. 7 and 16 together provide \$6,000 in aid of the vote for light-houses. This sum is due to the prevalence of fog in the first four months of the year, necessitating an extensive use of fog signals. At the suggestion of the Harbour Master the Board of Trinity House are being communicated with to see if sound signalling cannot be adopted in the Colony. Financial minute No. 20 for \$4,455 is in aid of the vote already passed in this Council in connection with the reception of H.H.H. Prince Arthur of Connaught. In view of the generous manner in which private buildings were decorated, I consider this is a fair charge on the public. Financial minute No. 12 is to provide \$1,740 in aid of the vote to the hospital bulk Hygieia, due of course to the regrettable prevalence of smallpox in the early part of the year. The remainder of the votes do not require special explanation by me.

FINANCIAL.

The Colonial Secretary—I beg to lay on the table the report of the Finance Committee No. 1, and move that it be adopted.

The Colonial Treasurer—I beg to second the motion.

AMENDMENT TO THE SCAVENGING AND CONSERVANCY BY-LAWS.

The Colonial Secretary—I beg to move, with the approval of hon. members, that by-law No. 4 of the Scavenging and Conservancy By-laws be hereby amended by deleting

the full stop at the end thereof and substituting a colon and adding the following words:—In the case of bake-houses, dairies, laundries, opium divans and premises used for offensive trades, such dustbins shall be constructed of materials to the satisfaction of the Sanitary Board.

The Attorney-General seconded, and the motion was carried.

REGISTRATION OF PARTNERS.

Hon. Mr. POLLOCK.—Your Excellency, I beg to move "that it is desirable that legislation for the registration of partners, with limited liability, should be introduced into this Colony."

This motion, sir, is brought forward in connection with a question which is comparatively old one in this Colony—I think it was first agitated over 30 years ago—namely, the question of the registration of partners of Chinese firms in this Colony. Various attempts, as your Excellency is aware, have been made from time to time in this Colony and also in the sister colony of the Straits Settlements for the purpose of putting, if possible, the question of registration of partners in Chinese firms upon a satisfactory footing. From time to time in the Straits Settlements Ordinances have been introduced with that object, and I believe have got as far as the committee stage and have been dropped. I believe at the present time there is an Ordinance dealing with this question in the Straits Settlements which has never either passed the second reading or else is in the committee stage. As I have said, from time to time this question, a very important question, has come up for consideration, and my excuse for coming before the Council and bringing the question up again is that I have a scheme to propose on different lines from any legislation hitherto proposed. Your Excellency is perhaps aware that in 1901 representatives of a commission set up in this Colony and made a report which was published in the Government Gazette of October, 1901, dealing with the question of registration of Chinese partners as firms. But, sir, that commission set up on the basis that if such Chinese partners registered as partners in a firm all the provisions of English law would apply, by virtue of which every partner would be liable for the entire loss sustained by the whole. The question of registration was discussed upon the basis that although that was English law it would be applied to Chinese partners so registering. It was pointed out by various witnesses who gave evidence before that commission, and by various gentlemen who sat upon that commission, that the probable result would be that the wealthy Chinese would get forward some poor relation as a man of straw and get him registered as a partner in the firm. But, sir, I would think that the very essence of successful registration of partners of Chinese firms is that we should follow the adoption of any scheme of registration Chinese law with regard to the liability of partners. And that law, as I understand it, makes a partner only liable for the losses of the firm in proportion to his total share of capital in the firm. In other words, let us assume the capital of a firm to be \$10,000; if a partner subscribes \$1,000 and the firm gets into difficulty, say, making good a deficiency, he would only be liable to one-tenth of the amount because his share of capital was \$1,000 out of \$10,000. I am speaking from a Chinese point of view, because we have to consider the view they will take of the matter. The Chinese must look upon the view of each partner being held liable as being inequitable; I say inequitable purely looking at it from that point of view. That being so, it seems to me obviously, as I have to expect them to come forward and register their true names if it would bring upon them the law. What I would suggest is this: that as an inducement to persuade the Chinese to register their proper names as partners, and to persuade the proper people to come forward as partners, if they registered it should be enacted that, by so doing they could come forward and obtain a share of the Chinese law of partnership. That would be an inducement I would suggest should be held out in order to persuade the Chinese to register. It seems to me that if anything like penal provisions are suggested in a bill, all forms of registration will entirely fall short of their object. Unless we hold forth some sort of substantial inducement as I have hinted at, we shall always fail, always have a mass of straw put forward in place of the partner. Of course I would also have to be necessary in any such legislation to provide that individual names should be registered as opposed to "long" names. Those of us who have met in partnership disputes in this Colony are aware of the great difficulty occasioned the learned judges when a long name is introduced. The question is—Who is represented by the long? The reply is—I am not the principal; it is my cousin or somebody else, not me. Of course, sir, I am perfectly well aware that there are a good many things to be said on the other side in connection with the question of registration, but my reason for bringing forward this question now is that this point of registration with liability according to Chinese law may be considered and discussed in the Council of course. I don't expect your Excellency at the present moment to pledge the Government to anything. No doubt the question will be considered and discussed in the Chamber of Commerce, and it is a point requiring consideration before any action is taken. It is a question put forward on somewhat new lines to those on which it was dealt with before.

Hon. Mr. POLLOCK.—I beg to second the motion. I think there cannot be any two opinions about the desirability of doing something to have a registration of partnerships in this Colony as well as in other colonies like Singapore, Penang and other Straits Settlements. This subject, as the hon. member opposite just stated, came up for consideration 30 years ago, and I believe at that time it was by a portion of leading Chinese merchants, praying that measures should be taken and laws enacted that all Chinese partnerships should be registered, and that the real partners of Chinese firms should be made known. Since that time the question has been raised and discussed, and the consensus of opinion is that it is a desirable thing if we could bring it about. Commissioners have been appointed to consider the question, and in two of them I have taken part. In the last one, in the year 1901, the result of our inquiry, so far as I can remember, was that we would have no objection at all to recommending an Ordinance to be passed for the re-registration of partnerships, but at the same time we found very great difficulty in recommending the provisions that should be contained in that Ordinance. First of all we found that if the Ordinance or law we proposed should be made to have any chance of success at all, it would require a very large staff, and secondly, a very great deal of expense. Then, another difficulty was, supposing we expended a very large amount in trying to get every registration as correct as possible, the question would arise, could we depend upon the correctness of the registration? I think that under English law, as explained to the Council just now by my hon. and learned friend opposite, that the Chinese would not, in spite of any penalty inflicted by the Ordinance, come forward and register their true names. They would do just as they are doing now without any compulsion by law; they would supply a "long" name, or a fictitious name.







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P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

**DURING MR. K. OLDORP'S absence**  
Mr. F. H. KIRCHHOFF has been appointed MANAGER.

Mr. F. NICOLAI is authorised to Sign For Procurement.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

Hongkong, 15th May, 1906. [1094]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zeland Street, the 22nd May, 1906, at 11 a.m.,

**INDIA RUBBER SHOES, CIGARS, CIGARETTES, TOBACCO, WINES, BRANDIES, WHISKIES, TEA, SOAP, MUSLIN, FLANNELLETTE, SILKS and a Lot of Miscellaneous Goods.**

Also

**A Consignment of GLASS JUGS, TEA CUPS, TUMBLERS, and TEA SETS;**

And

**2 IRON SAFES.**

Terms:—As usual.

**F. KIENE,**  
Auctioneer.

Hongkong, 18th May, 1906. [1095]

**FOR SHANGHAI VLADIVOSTOK & NIKOLAJEWSK.**

**THE** Steamship  
"STANDARD,"  
Captain Bul, will be despatched for the above Ports on MONDAY, the 21st inst., at Noon.

The steamer has superior accommodation for Passengers.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

Hongkong, 18th May, 1906. [1096]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND FOCHOW.**

**THE** Company's Steamship  
"HAICHING,"  
Captain A. E. Hodgins, will be despatched for the above Ports on TUESDAY, the 22nd inst., at 11 a.m.

For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & Co.,**  
General Managers.

Hongkong, 17th May, 1906. [1090]



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM TO SHANGHAI, YOKOHAMA AND KOBE.**

**THE** Company's Steamship  
"PON,"  
Captain S. Ich, will be despatched for the above places on THURSDAY, the 24th inst., at 11 a.m.

For Freight or Passage, apply to  
**SANDER, WIELER & Co.,**  
Agents.

Princes' Building.

Hongkong, 18th May, 1906. [3]

**FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.**

**THE H.A.L. Steamship**

"ACILIA,"  
Captain Schulte, having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 p.m.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

Hongkong, 17th May, 1906. [1091]

**"BEN" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

**S.S. "BENLOMOND,"**

**FROM ANTWERP, LONDON AND STRAITS.**

**CONSIGNEES** of Cargo are hereby informed, that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & Co.,**  
Agents.

Hongkong, 17th May, 1906. [1092]

## INTIMATIONS

## JUST LANDED.

**A** Fresh Consignment of **ANGLO SWISS CONDENSED MILK** (Milkmaid Brand). Guaranteed to be Fresh and Wholesome.

Exceptionally low prices for retail and wholesale buyers.

For Dozen Tins ... \$2.50  
Per Case of 4 Dozen Tins ... \$2.50

**H. RUTONJEE,**  
Hongkong and Kowloon.

Hongkong, 18th May, 1906. [1076]

## SARAWAK GOVERNMENT.

## LAY SCHOOL.

**THE** GOVERNMENT Requires the Services of a **GOOD CHINESE SCHOOLMASTER**, Competent to instruct in the English and Chinese ("Mandarin") languages.

Salary \$125 per month. If found satisfactory after 3 months probation, a 3 Years' Agreement would be given. Passage free to Sarawak.

Apply to—  
**GIBB, LIVINGSTON & Co.,**  
Hongkong.

Hongkong, 18th May, 1906. [1077]

**THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.**

## NOTICE.

**THE** CERTIFICATE No. 3738 for 10 Shares in the above Company numbered 14881 to 14890 inclusive standing in the Register of Shareholders in the name of **AI HUNG** (deceased) having been LOST, Notice is hereby given that a Duplicate Certificate for the said Ten Shares will be issued at the expiration of One Calendar Month from the date of this Notice, and that the Original Certificate will, unless produced within that period, be thereafter held by this Company as Null and Void.

## JAMES WHITTALL,

Secretary.

Hongkong, 17th May, 1906. [1082]

**IN THE SUPREME COURT OF HONGKONG.**

**SUMMARY JURISDICTION.**

Action No. 490 of 1906.

Between **CHUI HOK CHAI,** Plaintiff,

and **TSANG TUNG,** Defendant.

To the above-named Defendant.

**TAKE** NOTICE that this Action was on the 7th day of April, 1906, commenced against you, and that the Plaintiff by his Writ of Summons claims the sum of \$54.06 being the balance of principal and interest due on a Promissory Note made by you in favour of the Plaintiff, dated the 22nd day of December, 1903, and payable within two months and that the Court has by Order dated the 5th day of May, 1906 authorized service of the said Writ of Summons, together with a copy of the said Order to some adult inmate on the top floor of No. 40, Elgin Street, Victoria, in this Colony, the usual or last known place of abode or business of you in this Colony and also by Notice of the said Writ of Summons, together with a copy of the said Order being put up at the Court House door, Victoria, at said, and also by insertion of this Notice in one English and one Chinese Newspaper in circulation in this Colony.

**AND FURTHER TAKE** NOTICE, that you are required to appear to the said Writ of Summons within Eight days after the insertion of the said Notice in manner aforesaid, inclusive of the day of such insertion; and that in default of your so doing the Plaintiff may proceed therein, and Judgment may be given in your absence.

Dated the 17th day of May, 1906.  
**BRUTTON & HETT,**  
Solicitors for the Plaintiff.

No. 39, 41 and 43, Des Vaux Road Central, Hongkong.

Action No. 70 of 1906.

**IN THE SUPREME COURT OF HONGKONG.**

**ORIGINAL JURISDICTION.**

Between **CHUI HOK CHAI,** Plaintiff,

and **TSANG TUNG,** Defendant.

**TAKE** NOTICE that this Action was on the 10th day of April, 1906, commenced against you, and that the Plaintiff by his Writ of Summons claims the sum of \$2,540.00 being the amount of principal and interest due for money lent, and that the Court has by Order dated the 11th day of May, 1906, authorized service of the Writ of Summons on you by delivery of a copy of the said Writ of Summons together with a copy of the said Order to some adult inmate on the top floor of No. 40, Elgin Street, Victoria, in this Colony, the usual or last known place of abode or business of you within this Colony and also by Notice of the said Writ of Summons together with a copy of the said Order being put up at the Court House door, Victoria, at said, and also by insertion of this Notice in one English and one Chinese newspaper in circulation in this Colony.

**AND FURTHER TAKE** NOTICE, that you are required to appear to the said Writ of Summons within eight days after the insertion of the said Notice in manner aforesaid, inclusive of the day of such insertion; and that in default of your so doing the Plaintiff may proceed therein and Judgment may be given in your absence.

Dated the 17th day of May, 1906.  
**BRUTTON & HETT,**  
Solicitors for the Plaintiff.

No. 39, 41 and 43, Des Vaux Road Central, Hongkong.

Action No. 70 of 1906.

**IN THE SUPREME COURT OF HONGKONG.**

**ORIGINAL JURISDICTION.**

Between **CHUI HOK CHAI,** Plaintiff,

and **TSANG TUNG,** Defendant.

**TAKE** NOTICE that this Action was on the 10th day of April, 1906, commenced against you, and that the Plaintiff by his Writ of Summons claims the sum of \$2,540.00 being the amount of principal and interest due for money lent, and that the Court has by Order dated the 11th day of May, 1906, authorized service of the Writ of Summons on you by delivery of a copy of the said Writ of Summons together with a copy of the said Order to some adult inmate on the top floor of No. 40, Elgin Street, Victoria, in this Colony, the usual or last known place of abode or business of you within this Colony and also by Notice of the said Writ of Summons together with a copy of the said Order being put up at the Court House door, Victoria, at said, and also by insertion of this Notice in one English and one Chinese newspaper in circulation in this Colony.

**AND FURTHER TAKE** NOTICE, that you are required to appear to the said Writ of Summons within eight days after the insertion of the said Notice in manner aforesaid, inclusive of the day of such insertion; and that in default of your so doing the Plaintiff may proceed therein and Judgment may be given in your absence.

Dated the 17th day of May, 1906.  
**BRUTTON & HETT,**  
Solicitors for the Plaintiff.

No. 39, 41 and 43, Des Vaux Road Central, Hongkong.

Action No. 70 of 1906.

**IN THE SUPREME COURT OF HONGKONG.**

**ORIGINAL JURISDICTION.**

Between **CHUI HOK CHAI,** Plaintiff,

and **TSANG TUNG,** Defendant.

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction, TO-DAY (FRIDAY), the 18th May, 1906, at 2.30 p.m., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street),

**HOUSEHOLD FURNITURE**

(Exceptional Quality, almost Brand New),

Comprising—

One Collard & Collard UPRIGHT GRAND PIANO, One Collard & Collard COTTAGE PIANO, and One GRAND PIANO by John Brinsford & Sons, London; MARBLE-TOP BUREAU with BEVELLED GLASS, DOUBLE BRASS BEDSTEAD with WIRE and HAIR SPRINGS, TEAKWOOD WARDROBES with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, E.P. GLASS and CROCKERY WARE, &c., &c.

Also

3 First Class English-made FOWLING PIECES and One American make, by Remington.

Catalogues will be issued.

TERMS:—As usual.

**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, 17th May, 1906. [1087]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zeland Street, TO-MORROW (SATURDAY), the 19th May, 1906, at 2.30 p.m.,

**RARE OLD PEKIN CURIOS.**

On View from Friday, 18th May.

Catalogues will be issued.

TERMS:—As usual.

**F. KIENE,**  
Auctioneer.

Hongkong, 18th May, 1906. [1073]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 14th June, 1906, at 11 a.m., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, COMPLETE CEMENT FACTORY, originally intended to be put up at the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Anatoly Charlamyevich Totjokov, of Sibirsk.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among other things of

LOCOMOTIVES (Wolff, Magdeburg), MILLING MACHINES (Smith, Copenhagen), COOLING INSTALLATIONS (Atlas Fabr.), ELECTRICAL (Allg. Elec. Comp.), TRUCKS, &c., &c., (Orenstein & Koppel), &c., &c.

All in all the whole plant is very nearly the same as the Factory at Kljaskodorp, near Malmo, in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from—

**SIEMSEN & Co.,**  
Hamburg & Hongkong,  
and **LAWYER BUNOFF,**  
in St. Petersburg,  
Wassili Ostrow,  
4 Linie, Hart No. 5.

as well as from the Auctioneers, Messrs. **HUGHES & HOUGH,**  
Hongkong, 1st May, 1906. [997]

## COLD STORAGE.

**THE** Hongkong Ice Company, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Storage will be Open 10 a.m. and 4 p.m. daily. Sunday excepted to receive and deliver perishable goods.

**WM. PARLANE, Manager.**

Hongkong, 18th November, 1901. [47]

## DR. M. H. CHAUN.

**THE** latest Method of the AMERICAN SYSTEM OF DENTISTRY.

37, Des Vaux Road Central.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [1083]

## TO LET.

## TO LET.

**A** COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.

Apply to—  
No. 9, Bellios Terrace.

Hongkong, 17th May, 1906. [1081]

## TO LET.

**NO. 3 and 4, "FAIRVIEW,"** ROBINSON ROAD, Kowloon.  
2ND FLOOR No. 12, Queen's Road Central.

Kowloon Marine Lot 47 with Wharf.

Apply to—  
**LEIGH & ORANGE,**  
1, Des Vaux Road.

Hongkong, 29th March, 1906. [501]

## TO LET, AT KOWLOON.

**NO. 4, LYEMOON VILLAS.** A Five-Roomed House, with joint use of Tennis Court. Possession from 1st July next.

Apply to—  
Care of "Daily Press" Office.

Hongkong, 12th May, 1906. [1065]

## TO LET.

**SEVEN EUROPEAN HOUSES,** late F. Blackhead & Co. and Shawan, Tenes & Co.'s Offices. Ground Floors and Top Floor with Godowns can be let separately or as one.

Apply to—  
**CHUN SHUN KO,**  
First Floor, No. 10, Queen's Road Central.

Hongkong, 19th July, 1905. [81]

## TO LET.

**SEYMOUR ROAD LOWER, No. 31.**

## TO LET.

**NO. 5, 6 & 21, BELLIOS TERRACE**

No. 4, ALBANY. Newly Painted and Colourwashed 9 Rooms, fine position and well suited for a Batchelor's Mess.

No. 13, BEACONSFIELD ARCADE, Shop.

"BROCKHURST" PRAT, Newly Painted and Colourwashed, with Tennis Court.

"CLOVELLY," PRAT ROAD, Furnished, Hot and Cold Water laid on to Bathrooms; Electric Light throughout the House. Two Tennis Courts and Garden.

24, BELLIOS TERRACE, Corner House. 2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited for Office.

Apply to—  
**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.

Hongkong, 7th February, 1906. [83]

## TO LET.

**THE ACACIAS** and "THE GROVE," having 26 ROOMS, with TENNIS COURT and Detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated; Electric Lights and Bells completely installed.

Suitable for a First-Class Hotel.

Apply to—  
**E. M. HAZELAND,**  
35, Queen's Road Central.

or  
**WING ON, Contractor,**  
34, D'Aguilar Street.

Hongkong, 21st April, 1906. [933]

## TO LET.

**TWO** GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 6,100 square feet each.

Apply to—  
**JARDINE, MATHESON & Co.,**  
Hongkong, 20th January, 1906. [256]

## TO LET.

**NO. 2, OLD BAILEY.**

Apply to—  
**ARRATTOON V. APCAR & Co.,**  
45, Wyndham Street.

Hongkong, 27th April, 1906. [971]

## OFFICE TO LET.

**IN ALEXANDRA BUILDINGS.**

Apply to—  
**A. S. WATSON & Co., Ltd.,**  
Alexandra Buildings.

Hongkong, 23rd April, 1906. [946]

## TO LET.

**TWO** LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.

Apply to—  
**WONG CHEE SANG,**  
Care of Yee Sang Far & Co.

Hongkong, 30th November, 1905. [107]

## TO LET.

**"HAYTOR" THE PRAT.** Immediate possession.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 19th March, 1906. [665]

## TO LET.

**THREE** LARGE GODOWNS, in the Praya East, formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to—  
**H. N. MODY,**  
Victoria Buildings.

Hongkong, 10th May, 1906. [1051]

## TO LET.

**STILLINGFLETE, PRAT ROAD,** Five Rooms, Good View of Harbour.

Apply to—  
**E. EZRA,**  
Care of D. Sassoon & Co., Ltd.

Hongkong, 3rd May, 1906. [1007]

## TO LET.

**NO. 2, MACDONNELL ROAD.**

GODOWN (Small) No. 32a, Praya East.

Apply to—  
**COMPRADON'S DEPARTMENT,**  
Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. [780]

## TO LET.

**OFFICES** in KING'S BUILDING and YORK BUILDING.

GODOWNS in PRATA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

FLATS in MOSKON TERRACE.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 1st March, 1906. [524]

## TO LET.

**IN HOTEL MANSIONS,** a suite of Three Large Offices on corner overlooking Des Vaux Road; good quarters and all modern conveniences. Telephone and Electric Light fittings installed.

Apply to—  
**REUTER, BROCKELMANN & Co.,**  
Princes' Buildings.

Hongkong, 20th March, 1906. [678]</



**S. MOUTRIE & CO., LTD.**

HONGKONG SHANGHAI TIENTSIN

HAVE JUST RECEIVED SHIPMENT OF THE

**ORCHESTRELLER CO'S. ARIOLA PIANO PLAYER.**

ESPECIALLY CONSTRUCTED &amp; GUARANTEED FOR THIS CLIMATE.

The most perfect Piano Player as yet invented.

It has a delicacy of touch only equalled by the World's most famous Pianists and its expression leaves nothing to be desired.

Price \$425.

SOLE AGENTS:

S. MOUTRIE &amp; CO., LTD.

York Building, Chater Road.

Hongkong, 17th May, 1906.

**BOARD AND RESIDENCE**

FIRST-CLASS BOARD &amp; RESIDENCE

AT "BRASSIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Apply to—Mrs. F. W. WATTS, "Brasside," 20, Macdonnell Road (late of "Taig Yuen").

Hongkong, 27th June, 1906.

**BOARD AND RESIDENCE**

ONE LARGE FRONT BEDROOM with Board for one or two Gentlemen.

Apply at—No. 2, KNOTSFORD TERRACE, Kowloon.

Hongkong, 23rd March, 1906.

**BOARD AND RESIDENCE**

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD, Hongkong, 20th September 1905.

**HONGKONG BUSINESS DIRECTORY.**

BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China having European taught workmen Equal to Home work.

**IRON MERCHANTS.**

SINGON &amp; CO., Iron, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents, 35 &amp; 37, Hing Loong Street (1st Street West of Central Market), Telephone No. 515.

**PHOTOGRAPHER**

M. MUMBY, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

**STOREKEEPERS**

KWONG HANG &amp; CO., Shipchangers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants, 37 &amp; 39, Canton Road, New Prince Central.

**MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT**

MARUNO-UCHI, TOKIO. Cable Address, "IWASAKI," which applies to all Branch Offices. All Letters Addressed: MANAGER, MITSU BISHI CO., with name of place under.

BRANCH OFFICES: NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG AND HANKOW.

AGENCIES: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRUBING &amp; CO. MANILA: Messrs. MACDONALD &amp; CO. SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Namsato and Kani-Yamada Collieries, and also Hogo Colliery, which will shortly be ready to produce on a large scale the best Japan Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

**Abbey's Effervescent Salt**

You will be thankful when you become acquainted with Abbey's Salt, for you will find it pleasant and effective.

Abbey's Salt conquers headache, constipation, indigestion, biliousness, and all troubles that come from a disordered condition of the stomach, liver and bowels.

When you do become acquainted with Abbey's Salt, you will probably be sorry you did not know about it sooner.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Salt Co., Ltd., 144, Queen Victoria Street, London, E.C.

1906-1

**RUSSIA IN THE FAR EAST.**

(FROM OUR CORRESPONDENT)

St. Petersburg, April 7th.

The new condition of things making Russia and Japan now display a great deal of activity in north-eastern Siberia, a country which, had Russia won the late war, would have lain waste and unexplored for centuries to come, for the Japanese would have been afraid to enter it and the Russians would have been afraid of better land to exploit. The Japanese are said to be about to send commercial expeditions to examine the Siberian coast, but Mr. Motono refuses to return a definite answer on this point, saying that his Legation is "not yet established". The Russians are again sending two expeditions to Kamchatka. One, an overland expedition, is financed by one of the merchant princes of Moscow, the other, which is headed by a well-known explorer called Semidi, will go by sea along the northern coast of Siberia and will spend several years on the trip. Some of the best scientists in Russia will accompany these expeditions, and Mr. Schmidt will see if it is at all possible for Russia, by chartering the coast and establishing several coaling stations, to send war-ships or transports to the Far East by the northern route.

Meanwhile Russia seems resolved to do all she can to construct the Amur railway, which will enable her to dispense if necessary with the Chinese Eastern Railway, and she seems determined to construct it with Russian money, although it is hard to say where that money will come from. A French traveller, M. de Lobel, lately came here with a scheme for the construction of a railway from the centre of Siberia to Behring Strait, the idea of the American syndicate which he represents being to run a tunnel under the Strait and continue the railway through Alaska so that one could if necessary travel by land from Paris to Washington. The syndicate wants the exclusive right to exploit the land and the minerals contained in the land for a distance of twelve kilometres on each side of railway. That right of exclusive exploitation would cease at the end of ninety years and the Russian Government would have the right to buy the line thirty years after the beginning of the exploitation. The Imperial Council, the Railway Department and all the newspapers are against this scheme, however, being convinced that it would lead to complications with the nation which had advanced the money for the line.

**PORTUGUESE NAVAL MUTINIES.**

The examination of 483 sailors of the cruiser Dom Carlos who mutinied in Lisbon harbour on April 9 was concluded in a week. Seven of the men were placed under rigorous arrest.

The newspaper reported a mutiny on board the warship Vasco da Gama.

Portuguese newspapers gave the following details regarding the outbreak of insubordination on board the Portuguese warship Vasco da Gama:

The vessel was at anchor in Lisbon readied on April 14 when, at about half-past 8 in the evening, an unusual disturbance was noticed on board accompanied by shouts and the report of firearms. Signals asking for help were seen from the shore. A tug steamed off at once to the Vasco da Gama, but was received with rifle shots and had to return. Other vessels, including the frigate Dom Carlos, were received in the same manner. From the moment the mutiny became known a report became current that a lieutenant on the Vasco da Gama had been killed by the crew. It was said that the mutineers had killed him to avenge one of their comrades, whose brains had been blown out by the officer as he was about to fire one of the ship's guns at the shore.

One paper confirms the report of the lieutenant's death, and adds that the Vasco da Gama was constantly exchanging signals with the cruiser Dom Carlos, in which a mutiny occurred on April 9. The same journal declares that the crews of the destroyer Dom Fernando, a gunnery training vessel, have also mutinied. The naval and port authorities are taking effective measures to put an end to the revolt.

Reports are also current that acts of insubordination have occurred in several garrison towns. It is stated, however, that at headquarters the truth of these reports is categorically denied.

The censorship prohibits the despatch of telegrams reporting the mutinies.

How to be beautiful—Keep your complexion clear and your skin soft and supple.

Mrs. Ellen's Creme Chamois, Latit Chamois and Special Skin Tonic and Face Cream will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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**CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.**

The 52nd ordinary general meeting was held on April 18th. Sir M. C. Turner, who presided, observed that the year 1905 would be notable for a distinct revival in trade and the expansion of commerce throughout many parts of the civilized world. But this revival of trade, added to the unrest in Russia and certain political complications on the Continent—now at an end—caused a distinct stringency in the money market in the early part of the autumn, leading naturally to high discount rates, which prejudicial to some extent successful operations of institutions such as theirs. He thought that the greatest credit was due to the management and staff of the bank for the very satisfactory results attained in 1905. In the East, India continued to pass through a period of prosperity, judging from the recent Budget Estimates for the year 1906-7. In mentioning the stringency of the money market in London last autumn he had intended to add how vital it was that there should be good gold supplies. We were apt to forget that many countries, especially in the East, who had been accustomed to live on the basis of a silver currency, had not adopted a gold standard. Without good supplies of gold they could not build up their supplies in the great banking centres of the world which were necessary, and without which bankers were unable to accommodate their customers, while the stimulus to trade arising from cheap money was wanted. It was, therefore, not out of place for him to say how necessary it was to encourage the gold-mining industry of South Africa. To his mind this was not a question of considering the interests of so-called "mining magnates" or even those of unfortunate shareholders; it was a question which practically affected the prosperity of the whole world. He trusted that this view might commend itself to those who had charge of the interests of South Africa. To return to the East, in Singapore he thought that the most noticeable feature of the year had been the fluctuation in exchange. The sterling value of the dollar had been fixed as a temporary measure at 2s. 4d., and he presumed that the authorities would defer fixing the absolute value until a clearer indication as to the future price of the silver could be obtained. In Siam the Government had fixed the sterling value of the local at 1s. 3d., or 10 ticks the pound sterling. It was, however, not clear whether they fixed the value at 1s. 4d., thus making the Siamse local equivalent to the Indian rupee, seeing that there was a considerable interchange of business between Siam and Burma. In China a serious effort was apparently being made to fulfil the oft-repeated promise of a uniform silver currency. Japan was apparently suffering to some extent—as she naturally would from a period of her great struggle with Russia. Imports, as might be expected, have slightly declined, and exports—especially owing to some measure to the famine which prevailed in parts of Japan—were also declining at the moment, though this relapse was only temporary. They should, he thought, congratulate Great Britain's ally upon the very high credit she had obtained in all European and foreign markets, owing, no doubt, to the scrupulous fairness and the conspicuous ability which had attended the issue of her foreign and domestic loans and the general management of her finances. A branch of the bank had been opened at Karachi in view of its importance as a port. The agency at Hamburg had also proved eminently successful, and they could not but be highly gratified at the support, obtained by the bank in that very important commercial centre. The directors had done their utmost to meet the wishes expressed at the meeting last year that they should pay a somewhat higher dividend. At the same time they could not depart from that policy of prudence and caution which had characterized the management of the bank for so many years, and which had led to the building up of a reserve proportionate in some degree to the expansion of the business. He then moved the adoption of the report, which was seconded by Mr. Emilio Levita, and carried unanimously after a few remarks from Mr. Squibb. A dividend was afterwards declared at the rate of 14 per cent. per annum tax free, for the half-year ended December 31 last, making 13 per cent. for the year.

**THE CHINESE STUDENT.**

FIRST MISSIONARY OF CIVILIZATION.

The Chinese Minister at Washington and distinguished Chinese in Europe are quoted in American papers as giving their views on the situation in China. The Minister at Washington spoke with great frankness and to the following effect:

It is true that China is asserting a new spirit, and is heartily sympathetic with it. This spirit, however, is not at all watering to war. China is determined to get in touch with the modern world, to catch up with the march of progress, intellectually, materially and spiritually. I hesitate to refer to what is going on in China at this minute, because I realize that world is not prepared to believe it. We have made more progress in the last two or three years than in the last twenty years.

"Primarily, we are liberalizing our educational system. Why, when I was sent to the United States thirty years ago to be educated by the Government had almost to use physical force to compel young Chinese to go to foreign countries for education. For untold ages Chinese have been taught that China not only was the centre of the world, but was the only civilized part of it. Our whole history taught, ours the only geography taught, ours the only ethics taught, the only science taught, the only books read. Can you wonder why we looked upon all people not Chinese as 'foreign devils'? In my time thousands upon thousands of young Chinese men and women have been sent away from China for their education—to Germany, France, England, Austria, Italy, the United States. These Chinese have been missionaries of Western civilization in China. They have carried back home the doctrine of modernity, and have isolated directly and indirectly tens of thousands of Chinese minds with the doctrine.

"Now, the Emperor Dowager and the Emperor have set their minds to the work of carrying on this modernization of China in every respect. They would have done it years ago if they had been surrounded by the proper advisers. They are encouraging the introduction into our educational system of the modern sciences, the study of new political systems, the teaching of the new economics, research into world history. They are eliminating the old habits of learning, which confined the student to a close and narrow study of the Chinese classics to the exclusion of everything else, and it will not be long until our entire educational system will be completely revolutionized. With increased educational facilities naturally has come an increased desire for an enlargement of the people's liberties. It will not be long until Chinese people as a whole will participate in government, will sit on juries, read modern, up-to-date newspapers, printed in their own language.

**WHAT THE LIVER CAN DO.**

"Male" development will follow intellectual development. It is beginning. It will be done by the Chinese. Neither European nor American capital and genius will do it. The American development of the concession granted to the American Development Company to construct a railway from Canton to Peking shows what is going on in this particular.

**WHEN IT IS HEALTHY—OTHER SIGNS OF DISEASE—HOW MOTHER SEIGEL'S SYRUP CURES IT.**

A person in health does not know from actual experience, at least, that he has such a thing as a liver, but when the system gives way to the ravages of biliousness, he becomes painfully aware of the fact. When a person has a cold, or a fever, or some other ailment, he knows beyond all doubt that he has a liver, and the knowledge does not come to him until he is in a state of distress.

When a person is in a state of distress, he knows beyond all doubt that he has a liver, and the knowledge does not come to him until he is in a state of distress.

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**GREGOR & CO.,**

19, QUEEN'S ROAD CENTRAL, 1st FLOOR.

**PORTS**

FROM

**SANDEMAN & CO.**

Oporto, Portugal.

\$20.00 to \$12.00 per dozen.

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**PACIFIC MAIL STEAMSHIP CO.****OCCIDENTAL & ORIENTAL STEAMSHIP CO.****TOYO KISEN KAISHA.****SAN FRANCISCO EARTHQUAKE.**

Passengers desiring to pass through SAN FRANCISCO are hereby informed that the Pacific Mail Steamship Company, the Occidental & Oriental Steamship Company, and the Toyo Kisen Kaisha, have suffered NO INJURY whatever, from the Earthquake or Fire.

We are prepared to handle all traffic with the same facility and despatch as in the past. Passengers will be furnished with accommodation on our Steamers until the departure of Trains. Every care and attention will be bestowed on the travelling public by the officials of these Companies, affording an opportunity to witness the City of San Francisco in its present state.

S. SILVERSTONE, AGENT. Hongkong, 9th May, 1906.

**NOTICES TO CONSIGNEES**

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

**CONSIGNEES per Company's Steamer "TYDEUS"**

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 12th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 21st inst., or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th May, 1906.

**NOTICES TO CONSIGNEES**

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship "ANDALUSIA," Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 p.m. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 3 p.m. No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 11th May, 1906.

**NOTICE TO CONSIGNEES.**

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex ss. "Italy."

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 21st inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 15th May, 1906.

**THE EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.****NOTICE TO CONSIGNEES.**

THE Steamship "CAMBODIA," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon,



## SHIPPING.

**ARRIVALS.**  
**ACILIA**, German str., 6,000, O. Scholke, 16th May.—Hamburg and Singapore 11th May.  
**General**—Hamburg-Amerika Linie.  
**BERGAMO**, British str., 1,752, J. Henderson, 17th May.—London and Singapore 10th May.  
**General**—Gibb, Livingston & Co.  
**DELHI**, British str., 4,783, J. D. Andrews, 17th May.—Shanghai 15th May.  
**General**—P. & O. S. N. Co.  
**HINANO**, British str., 1,336, Davies, 17th May.  
**General**—Wuhu and Chinkiang 12th May, Rice.  
**Jardine, Matheson & Co.**  
**Hosowan I**, British str., 2,460, Slater, 17th May.—Peking and Singapore 11th May.  
**General**—Chinese.  
**LONDON**, British str., 2,780, J. G. McKelvie, 16th May.—Mojil 10th May, Coal.—Doddwell & Co.  
**PRONTO**, Norwegian str., 835, Larsen, 16th May.—Newchwang and Chefoo 8th May.  
**General**—Asgaard, Thorson & Co.  
**SULLBERG**, German str., 782, C. Luppi, 17th May.—Amoy 15th May, Ballast.—Hamburg-Amerika Linie.  
**TAKESON MARU**, Japanese str., 1,994, T. Ota, 17th May.—Mojil 10th May, Coal.—Mitsui Bussan Kaisha.  
**TAIWAN**, British str., 1,040, Martin, 16th May.—Bangkok 10th May, Rice.—Chinese.

**CLEARANCES.**  
**AT THE HARBOR MASTER'S OFFICE.**  
**May 17th.**  
**Atlantic**, American str., for Saigon.  
**Hinano**, British str., for Canton.  
**PRONTO**, Norwegian str., for Canton.  
**Yawata Maru**, Japanese str., for Manila.

**DEPARTURES.**  
**May 18th.**  
**EMMA LUYKEN**, German str., for Mauritius.  
**May 17th.**  
**CHIPSING**, British str., for Canton.  
**HAMMUN**, British str., for Swatow.  
**KIOWAN**, British str., for Canton.  
**OCEANA**, British str., for Shanghai.  
**PRESAWUR**, British str., for Shanghai.

**SHIPPING REPORTS.**  
**The British str. Hinano** reports: Light winds and calm.  
**The British str. Taiwan** reports: Light to moderate variable winds and fine weather.

**VESSLS IN DOCK.**  
**May 17th.**  
**ABERDEEN DOCK.**—U.S.S. Barry, U.S.S. Bainbridge, Luangwa, Alton, Amiral de France, Haiphong, Resonance, Huc, H.M.S. Robin, Linton, Sullberg.  
**COSMOPOLITAN DOCK.**—

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**  
**"CATHERINE APCAR,"**  
 Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 22nd inst., at Noon.  
 For Freight or Passage, apply to  
**DAVID SASSOON & Co., Ltd.,**  
 Agents.  
 Hongkong, 14th May, 1906. [107]

**BROCKLEBANK LINE TO THE FAR EAST.**

FOR SINGAPORE AND CALCUTTA.

**THE Steamship**  
**"AMEER,"**  
 Captain W. T. Hall, will leave for the above places on TUESDAY, the 22nd inst., P.M.  
 For Freight or Passage, apply to  
**SANDER, WIELER & Co.,**  
 Agents.  
 Hongkong, 17th May, 1906. [1083]

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERREANEA, AND BLACK SEA PORTS**

**THE Steamship**  
**"CALEDONIAN,"**  
 Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 22nd May, at 1 P.M.  
 This steamer connects at Colombo with the Australian line to New, bound for Melbourne via BOMBAY and Aden.  
 Passage tickets and other particulars issued for the above ports and for Australia with prompt transhipment at Colombo.  
 Cargo also looked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "SALAZAR" ... 12th June.  
 S.S. "OCEANIC" ... 25th June.  
 S.S. "TOURANE" ... 10th July.  
 S.S. "TAMU" ... 24th July.  
 S.S. "ARMAND BEHIC" ... 7th Aug.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 18th May, 1906. [9]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
 (Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**  
**"EASTERN,"**  
 Captain Powell, will be despatched for the above ports on SATURDAY, the 2nd June, at Noon.  
 This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
**N.B.**—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
 Agents.  
 Hongkong, 30th April, 1906. [987]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.	2. From Harbour Master's Office to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAME	FLAG & REG.	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	On 20th inst.
LONDON, &c. VIA USUAL PORTS OF CALL	DELI	Brit. str.	To-morrow, at Noon
LONDON, &c. VIA USUAL PORTS OF CALL	CEYLON	Brit. str.	About 23rd inst.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	On 17th July.
LONDON, AMSTERDAM & ANTWERP	PINGOBY	Brit. str.	On 31st July.
LONDON, AMSTERDAM & ANTWERP	MOYNE	Brit. str.	On 22nd inst.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	On 5th June.
LONDON, AMSTERDAM & ANTWERP	DEUCALION	Brit. str.	On 14th June.
LONDON, AMSTERDAM & ANTWERP	AXA	Brit. str.	On 3rd July.
LONDON, AMSTERDAM & ANTWERP	CALEDONIAN	Freastr.	On 29th inst., at 1
LONDON, AMSTERDAM & ANTWERP	C. FRED. LAEISE	Ger. str.	On 4th June.
LONDON, AMSTERDAM & ANTWERP	PRINZ HEINRICH	Ger. str.	On 23rd inst., at N
LONDON, AMSTERDAM & ANTWERP	ARADIA	Ger. str.	On 30th inst.
LONDON, AMSTERDAM & ANTWERP	SITHONIA	Ger. str.	On 6th June.
LONDON, AMSTERDAM & ANTWERP	ANDALUSIA	Ger. str.	On 24th June.
LONDON, AMSTERDAM & ANTWERP	ACILIA	Ger. str.	On 28th June.
LONDON, AMSTERDAM & ANTWERP	RHODANIA	Ger. str.	On 13th July.
LONDON, AMSTERDAM & ANTWERP	TRIESTE	Aus. str.	On 24th July, P.M.
LONDON, AMSTERDAM & ANTWERP	GENOA, MARSEILLES & LIVERPOOL	Brit. str.	On 20th inst.
LONDON, AMSTERDAM & ANTWERP	GENOA, MARSEILLES & LIVERPOOL	Brit. str.	On 29th June.
LONDON, AMSTERDAM & ANTWERP	NEW YORK VIA PORTS & SUEZ CANAL	Brit. str.	On 29th July.
LONDON, AMSTERDAM & ANTWERP	NEW YORK VIA PORTS & SUEZ CANAL	Brit. str.	On 22nd inst.
LONDON, AMSTERDAM & ANTWERP	VANCOUVER VIA SHANGHAI JAPAN, &c.	Brit. str.	About 20th inst.
LONDON, AMSTERDAM & ANTWERP	VANCOUVER VIA SHANGHAI JAPAN, &c.	Brit. str.	On 23rd inst.
LONDON, AMSTERDAM & ANTWERP	VICTORIA (B.C.) & TACOMA VIA JAPAN	Brit. str.	On 30th inst.
LONDON, AMSTERDAM & ANTWERP	VICTORIA (B.C.) & TACOMA VIA JAPAN	Brit. str.	On 26th inst.
LONDON, AMSTERDAM & ANTWERP	SEATTLE VIA SHANGHAI & JAPAN	Brit. str.	On 10th June.
LONDON, AMSTERDAM & ANTWERP	SEATTLE VIA SHANGHAI & JAPAN	Brit. str.	On 22nd inst., at
LONDON, AMSTERDAM & ANTWERP	AUSTRALIAN PORTS VIA MANILA	Brit. str.	On 29th inst., at
LONDON, AMSTERDAM & ANTWERP	AUSTRALIAN PORTS VIA MANILA	Brit. str.	On 30th inst.
LONDON, AMSTERDAM & ANTWERP	AUSTRALIAN PORTS VIA MANILA	Brit. str.	On 2nd June.
LONDON, AMSTERDAM & ANTWERP	VANCOUVER VIA SHANGHAI JAPAN, &c.	Brit. str.	About 2nd June.
LONDON, AMSTERDAM & ANTWERP	VANCOUVER VIA SHANGHAI JAPAN, &c.	Brit. str.	Quick despatch.
LONDON, AMSTERDAM & ANTWERP	VICTORIA (B.C.) & TACOMA VIA JAPAN	Brit. str.	On 22nd inst., at
LONDON, AMSTERDAM & ANTWERP	VICTORIA (B.C.) & TACOMA VIA JAPAN	Brit. str.	On 24th inst.
LONDON, AMSTERDAM & ANTWERP	SEATTLE VIA SHANGHAI & JAPAN	Brit. str.	On 21st inst., at
LONDON, AMSTERDAM & ANTWERP	SEATTLE VIA SHANGHAI & JAPAN	Brit. str.	On 22nd inst., at
LONDON, AMSTERDAM & ANTWERP	AUSTRALIAN PORTS VIA MANILA	Brit. str.	On 23rd inst.
LONDON, AMSTERDAM & ANTWERP	AUSTRALIAN PORTS VIA MANILA	Brit. str.	On 23rd inst.
LONDON, AMSTERDAM & ANTWERP	AUSTRALIAN PORTS VIA MANILA	Brit. str.	About 23rd inst.
LONDON, AMSTERDAM & ANTWERP	VANCOUVER VIA SHANGHAI JAPAN, &c.	Brit. str.	On 24th inst., P.
LONDON, AMSTERDAM & ANTWERP	VANCOUVER VIA SHANGHAI JAPAN, &c.	Brit. str.	On 24th inst.
LONDON, AMSTERDAM & ANTWERP	VICTORIA (B.C.) & TACOMA VIA JAPAN	Brit. str.	On 31st inst., A.
LONDON, AMSTERDAM & ANTWERP	VICTORIA (B.C.) & TACOMA VIA JAPAN	Brit. str.	On 30th inst., at
LONDON, AMSTERDAM & ANTWERP	SEATTLE VIA SHANGHAI & JAPAN	Brit. str.	On 27th inst., at
LONDON, AMSTERDAM & ANTWERP	SEATTLE VIA SHANGHAI & JAPAN	Brit. str.	On 30th inst., A.
LONDON, AMSTERDAM & ANTWERP	AUSTRALIAN PORTS VIA MANILA	Brit. str.	On 23rd inst., A.
LONDON, AMSTERDAM & ANTWERP	AUSTRALIAN PORTS VIA MANILA	Brit. str.	To-day, at 4 P.M.
LONDON, AMSTERDAM & ANTWERP	AUSTRALIAN PORTS VIA MANILA	Brit. str.	To-morrow, at 4 P.M.
LONDON, AMSTERDAM & ANTWERP	VANCOUVER VIA SHANGHAI JAPAN, &c.	Brit. str.	On 22nd inst.
LONDON, AMSTERDAM & ANTWERP	VANCOUVER VIA SHANGHAI JAPAN, &c.	Brit. str.	On 25th inst., at
LONDON, AMSTERDAM & ANTWERP	VICTORIA (B.C.) & TACOMA VIA JAPAN	Brit. str.	On 25th inst.
LONDON, AMSTERDAM & ANTWERP	VICTORIA (B.C.) & TACOMA VIA JAPAN	Brit. str.	On 29th inst., D
LONDON, AMSTERDAM & ANTWERP	SEATTLE VIA SHANGHAI & JAPAN	Brit. str.	On 22nd inst.
LONDON, AMSTERDAM & ANTWERP	SEATTLE VIA SHANGHAI & JAPAN	Brit. str.	On 22nd inst., I
LONDON, AMSTERDAM & ANTWERP	AUSTRALIAN PORTS VIA MANILA	Brit. str.	On 25th inst., A



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND HUMBURG PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 23rd May.
GLASGOW and LIVERPOOL	"AJAX"	On 31st May.
GLASGOW and LIVERPOOL	"MEMNON"	On 7th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 14th June.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 21st June.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 28th June.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"MOYUNE"	On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 13th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.

Operating in conjunction with  
**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"STENTOR"	On 10th June.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PATROCLUS"	On 16th May.
	"KREMONA"	On 16th June.

For Freight, apply to  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 12th May, 1906.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, SHANGHAI, SHANGHAI, SHANGHAI, CHEFOO and TIENTSIN.	"TEAN"	On 22nd May.
CEBU and ILOILO	"SIANSI"	On 23rd May.
MANILA, ZAMBANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIKINS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"KUIKIANG"	On 24th May.
	"SHIAOSING"	On 24th May.
	"KWEICHOW"	On 24th May.
	"KAIFONG"	On 25th May.
	"TSINAN"	On 30th May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unriveted Table, A daily qualified Surgeon is carried.  
+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 17th May, 1906.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C. AND TACOMA**  
VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 26th May.
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,606	E. V. Roberts	On 27th July.
TREMONT	9,606	T. W. Garlick	On 22nd August.

1 Cargo only.  
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
For further information apply to—  
**DODWELL & CO., LIMITED, GENERAL AGENTS.**  
Queen's Buildings, Hongkong, 25th April, 1906.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUJI VIA SWATOW AND AMOI	"DALIN MARU"	SUNDAY, 20th May, at 10 A.M.
TAMUJI VIA SWATOW AND AMOI	"DAIGI MARU"	SUNDAY, 27th May, at 10 A.M.
ANPING VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 30th May, A.M.
SHANGHAI VIA SWATOW, AMOI AND FOOCHOW	"SHOSHU MARU"	THURSDAY, 31st May, A.M.

These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unriveted Table.  
+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.  
Hongkong, 18th May, 1906.  
**T. ARIMA, Manager.**

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 29th May
PREUSSEN	WEDNESDAY 5th June
ZIETEN	WEDNESDAY 12th June
GNEISENAU	WEDNESDAY 19th June
RAYEN	WEDNESDAY 26th June
PRINZ REGENT LUITPOLD	WEDNESDAY 3rd July
PRINZ HERFRIEDRICH	WEDNESDAY 10th July
SACHSEN	WEDNESDAY 17th July

ON WEDNESDAY, the 23rd day of MAY, 1906, at Noon, the Steamship "PRINZ HEINRICH," Captain F. G. G. with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 21st May. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 22nd May, and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 22nd May. Contents of Packages are required. No Parcel Receipts will be signed or loss than \$2.00, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	142 0 0	82 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	57 0 0	44 0 0	24 0 0
TO NEW YORK VIA SUEZ	94 0 0	44 0 0	26 0 0
VIA NAPLES, GENOA OR GIBRALTAR	115 0 0	73 0 0	47 0 0
VIA BREMEN OR SOUTHAMPTON	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from CALCUTTA to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE BY EUROPE: Passengers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIAN LINE.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

STEAMERS	SAILING DATES
WILLEHAD	TUESDAY, 28th May.
PRINZ WALDEMAR	TUESDAY, 28th June.
PRINZ SIGISMUND	TUESDAY, 24th July.

ON TUESDAY, the 28th MAY, at Noon, the Steamship "WILLEHAD," Captain Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$28.00	\$18.00	\$12.00
TO BRISBANE	\$30.00	\$20.00	\$14.00
TO SYDNEY	\$33.00	\$23.00	\$15.00
TO MELBOURNE	\$34.10	\$24.10	\$16.10
TO YOKOHAMA	\$50.00	\$30.00	\$20.00
TO KOBE	\$50.00	\$30.00	\$20.00
TO YOKOHAMA and back from KOBE	\$100.00	\$60.00	\$40.00

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$97.0 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA " 96.0 0.  
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San Francisco by the O.C.S.S. Co's steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

STEAMERS	SAILING DATES
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Wednesday, 23rd May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Wednesday, 6th June.
YOKOHAMA and KOBE	Wednesday, 6th June.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—	
To London via Plymouth or Southampton	1st Class \$62.0 0.
To Bremen	63.10 0.
To Paris via Cherbourg	65.0 0.
To Naples, Genoa via Gibraltair	65.0 0.

For further Particulars, apply to  
**MELOHERS & CO., AGENTS.**  
Hongkong, 1st February, 1906.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ARCADIA	HAVRE and HAMBURG	On 30th May Freight.
C. FERD. LADISZ (MARSEILLES, HAVRE and HAMBURG)		On 4th June Freight.
SITHONIA	HAVRE, BREMEN and HAMBURG	On 6th June Freight.
ANALUSIA	HAVRE and HAMBURG	On 24th June Freight.
AGILLA	HAVRE and HAMBURG	On 28th June Freight.
RHENANIA	HAVRE and HAMBURG	On 12th July Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidships. Lighted throughout by electricity. Daily qualified doctor and stewardsess are carried.  
For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, KING'S BUILDING.**

"SHIRE" LINE OF STEAMERS.  
FOR LONDON AND ANTWERP.

THE Steamship  
"FLINTSHIRE,"  
will be despatched for the above Ports on  
SUNDAY, the 20th May.  
For Freight and Passage, apply to  
**SHEWAN, TOMES & CO., Agents.**  
Hongkong, 8th April, 1906.

FOR VLADIVOSTOCK.  
THE Steamship  
"ORANGE BRANCH," 3,435 Tons,  
will be despatched for VLADIVOSTOCK  
about the 2nd June, to be followed by  
"VINE BLANCH," 3,442 Tons.  
For Freight, etc., apply to  
**DODWELL & Co., Ltd., Agents.**  
Hongkong, 21st April, 1906.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of May	JAPAN via SHANGHAI	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIPANAS	AV A	First half of June	JAPAN via SHANGHAI	Second half of June
TJILATAP	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
**HEAD AGENCY OF THE**

**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 10th May, 1906.

## SHIPPING IN PORT.

STEAMERS.	AGENTS.
ADMIRAL DE BEAUMONT, French str., Offert, 2nd May—Haiphong 25th April—Wilks and Jack.	Arnold, Karberg & Co.
AMERICA MARU, Japanese str., 3,460, Philip Goling, 15th May—San Francisco 14th April—General—Kien-Kien-Kaisha.	Arnold, Karberg & Co.
ANGLO SAXON, British str., 2,671, Charles Moore, 8th May—Cardiff 16th Mar. Coal—Order.	Arnold, Karberg & Co.
ARABIA, German str., 2,585, H. Metzenthin, 16th May—Portland via Yokohama, Kobe and Moji 9th April, General—Portland & Asiatic S. S. Co.	Arnold, Karberg & Co.
ATLANTIC, American str., 961, J. Garcia, 6th May—Hull 1st May, Sugar—Order.	Arnold, Karberg & Co.
BIRN-THUAN, French str., 1,635, Ribaut, 15th May—Chinkiang 10th May, Rice and Beans—Bradley & Co.	Arnold, Karberg & Co.
BOURDON, French str., 997, Le Bail, 10th May—Saigon 6th May, General—Chinsee.	Arnold, Karberg & Co.
CAMBODIA, Danish str., 3,570, Th. Dahlberg, 16th May—Antwerp 22nd March and Singapore 9th May, General—Molchers & Co.	Arnold, Karberg & Co.
CATHERINE APCAR, British str., 1,790, A. Stewart, 14th May—Calcutta and Singapore 8th May, General—D. S. S. Co.	Arnold, Karberg & Co.
CHILDA, Norwegian str., 1,102, H. Nielsen, 15th May—Moji 10th May, Coal—Aagaard, Thorson & Co.	Arnold, Karberg & Co.
CHIPSING, British str., 1,199, G. S. Weirall, 16th May—Tientsin 9th May, General—Jardine, Matheson & Co.	Arnold, Karberg & Co.
CHUNKANG, British str., 1,418, R. Cox, 9th May—Samarang 30th April, Sugar—Jardine, Matheson & Co.	Arnold, Karberg & Co.
DAKIN MARU, Japanese str., 900, I. Satow, 16th May—Tientsin, Amoy and Swatow 14th May, General—Osaka Shosen Kaisha.	Arnold, Karberg & Co.
FALE, Norwegian str., 1,389, G. M. Gaudreau, 5th May—Borneo 28th April, Timber—Santer, Wiles & Co.	Arnold, Karberg & Co.
FIUME, German str., 835, R. Wagner, 6th May—Wakatsuki 30th April, Coal—Sunder, Wiles & Co.	Arnold, Karberg & Co.
FOOK SANG, British str., 1,987, W. E. Saver, 15th May—Calcutta 1st May, Coal—Jardine, Matheson & Co.	Arnold, Karberg & Co.
FRI, Norwegian str., 800, 1st May, 10th May—Chinkiang 6th May, Rice—Aagaard, Thorson & Co.	Arnold, Karberg & Co.
FUJIAN, British str., 2,709, H. Gov, 11th May—Moji 5th May, Coal—Doddwell & Co.	Arnold, Karberg & Co.
HAIPHONG, French dredger, Pioneer, 2nd May—Haiphong 25th April—Wilks and Jack.	Arnold, Karberg & Co.
HANS WAGNER, German str., 965, Kagemann, 3rd May—Hull 29th April, Sugar—Lauts, Wegner & Co.	Arnold, Karberg & Co.
HOLSTEIN, German str., 985, A. Niojahr, 13th May—Haiphong and Hoihow 12th May, General—Jensen & Co.	Arnold, Karberg & Co.
HONGKONG, French str., 50, A. Suzzoni, 14th May—Haiphong and Hoihow 13th May, General—A. R. Marty.	Arnold, Karberg & Co.
HUE, French str., 705, Godinard, 7th May—Haiphong and Kwangchow 6th May, Eggs and General—A. R. Marty.	Arnold, Karberg & Co.
JAVA, Australian str., 2,598, L. Klepa, 13th May—Kuching 7th May, Coal—Doddwell & Co.	Arnold, Karberg & Co.
KASHING, British str., 1,143, T. W. Pichard, 15th May—Swatow 15th May—Butterfield & Swire.	Arnold, Karberg & Co.
KIUKIANG, British str., 1,234, W. O. Jones, 15th May—Shanghai 11th May, General—Butterfield & Swire.	Arnold, Karberg & Co.
KWANTON, Chinese str., 1,536, W. H. Lunt, 15th May—Shanghai 12th May, General—C. M. S. N. Co.	Arnold, Karberg & Co.
LOONGSANG, British str., 1,092, A. E. Sandbach, 15th May—Manila 11th May, General—Jardine, Matheson & Co.	Arnold, Karberg & Co.
LOOSK, German str., 1,020, G. Schultzen, 14th May—Bangkok 8th May, Rice—Butterfield & Swire.	Arnold, Karberg & Co.
LOYAL, German str., 1,236, Fr. Natzius, 12th May—Bangkok 4th May, Rice—Sander, Wiles & Co.	Arnold, Karberg & Co.
LYREMOUN, German str., 1,925, Th. Lehmann, 4th May—Wuhu 5th May, Rice—Si-meson & Co.	Arnold, Karberg & Co.
MAUSING, British str., 1,641, R. Houghton, 5th May—Sandakan 3rd May, Timber and General—Jardine, Matheson & Co.	Arnold, Karberg & Co.
MERROU, Chinese str., 1,539, A. Crawford, 13th May—Shanghai 10th May, General—Chinsee.	Arnold, Karberg & Co.
POWRATAN, British str., 1,640, W. K. Turner, 6th April—Moji 31st March, Coal—Doddwell & Co.	Arnold, Karberg & Co.
QUINTA, German str., 1,100, Frahm, 16th May—Chinkiang 11th May, General—Siemssen & Co.	Arnold, Karberg & Co.
RAJAH, German steamer, 1,450, C. Wolf, 13th May—Bangkok 6th May, General—Chinsee.	Arnold, Karberg & Co.
RENOIR, French steamer, Chartis, 2nd May—Haiphong 25th April—Wilks and Jack.	Arnold, Karberg & Co.
SABINE RICKMERS, British str., 690, J. R. Nesbit, 11th May—Newchwang 4th May, General—Chinsee.	Arnold, Karberg & Co.
SAINT BRIDE, British steamer, 2,514, W. Nicol, 20th April—Carait 8th March, Coal—Government.	Arnold, Karberg & Co.
SHANHEI, British str., 1,078, J. R. Scott, 5th May—Saigon 3rd May, Rice—Chinsee.	Arnold, Karberg & Co.
SHANSI, British str., 1,238, F. Boyd, 12th May—Chinkiang 8th May, Rice—Butterfield & Swire.	Arnold, Karberg & Co.
SIBERIA, American str., 5,655, A. Zeeder, 7th May—San Francisco 7th April and Yokohama 25th April, Mails and General—P. M. S. S. Co.	Arnold, Karberg & Co.
STANDARD, Norwegian str., 894, H. V. Bull, 13th May—Bangkok 6th May, Rice—Aagaard, Thorson & Co.	Arnold, Karberg & Co.
TAIPEI, German str., 1,055, Uleberfollott, 12th April—Swatow 11th April, Ballast—E. A. Trading.	Arnold, Karberg & Co.
TAISEAN, British str., 1,100, Laing, 14th May—Kuching 7th May, Rice and General—Bradley & Co.	Arnold, Karberg & Co.
TARTAR, British str., 2,768, W. Darison, R.N.E., 4th May—Vancouver 3rd April, General—C.P.R. Co.	Arnold, Karberg & Co.

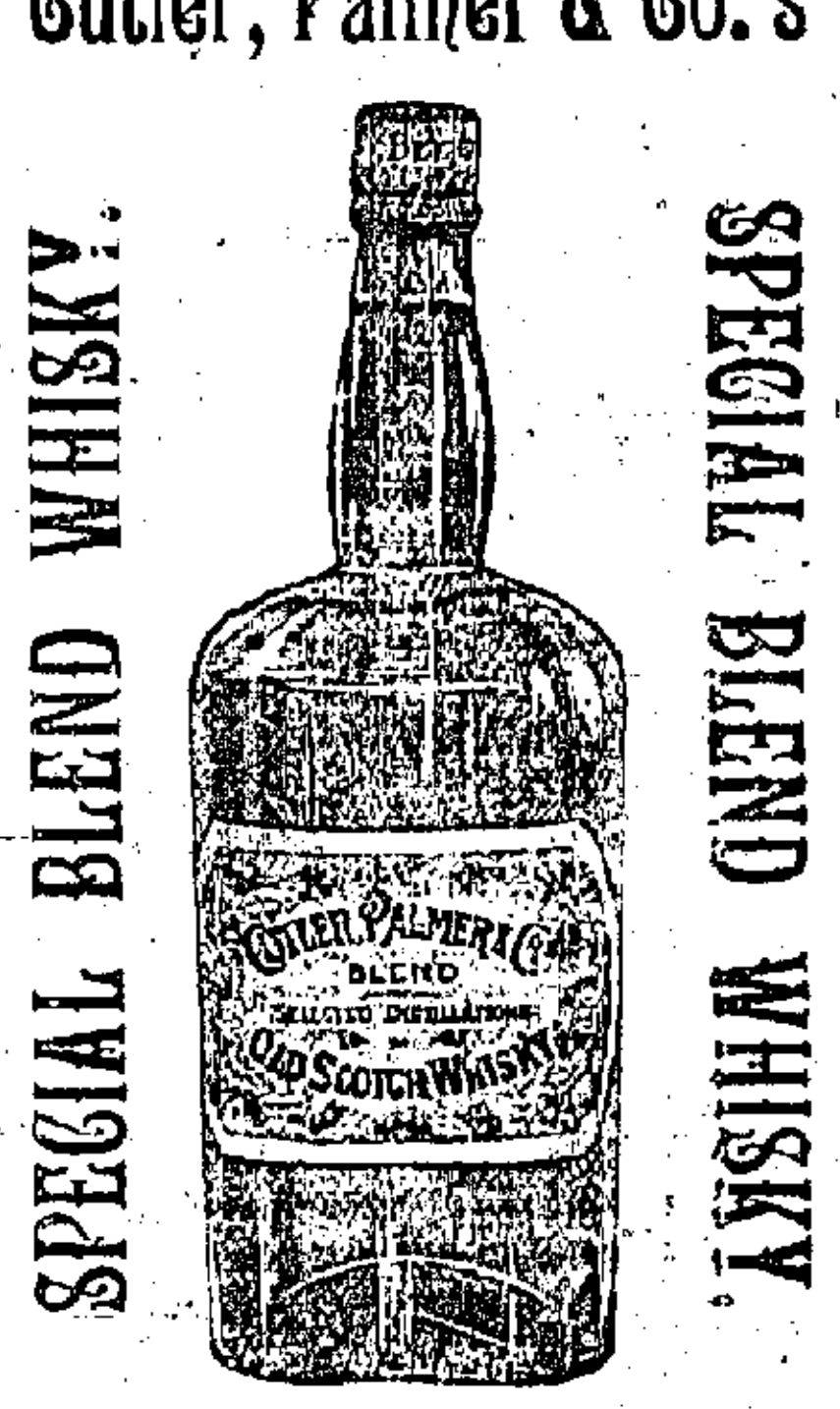
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
**HEAD AGENCY OF THE**

**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 10th May, 1906.

## Gutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.

Gutler, Palmer & Co., London.

AGENTS

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